

articles of association, is a requisition in respect of registration. The use of the words "only after the words "articles of association" makes it clear, in my judgment, that one of the requisitions contemplated by section 17 may or may not arise; if there are existing articles of association which have been delivered, then the requisition arises and the certificate of incorporation is conclusive; if the requisition has been complied with; but if there are no existing articles of association, the requisition does not arise and the certificate has nothing to operate upon.

The Court is accordingly free to examine whether articles of association of the Company existed, and this conclusion is supported by the substance of the cases cited in argument and dealing with the subject of the existence of a memorandum of association.

These cases were—

In re Barnes' Banking Company, Peel's case Ch. App. 674; *Oakes v. Turquand L. R. 2 H. L. 325.*

In re Nasman Phosphate Company L. R. 2 Ch. D. 610.

In re National Dredging and Assets' Corporation [1891] 2 Ch. 505 and *In re Lazow & Company* [1892] 3 Ch. 555.

The sum of such cases, it appears to me, is that the certificate of incorporation is conclusive evidence that a document signed by seven qualified persons as a memorandum of association is the memorandum of association of a Company, but not of the fact that seven persons had signed a document purporting to be a memorandum of association. It was open to a party to prove that seven qualified persons had not signed, and that therefore there was no memorandum of association; but once a document signed by seven or more qualified persons was delivered as the memorandum of association of a Company, all further inquiry was barred as to whether the document was in fact the memorandum of association of the Company. So here, it is open to prove that the parties subscribing the memorandum of association had not subscribed the document alleged to contain the articles of association of the Company.

Now articles of association are, I take it, such regulations prescribed for a Company as the subscribers to the memorandum of association deem expedient and which subscribers to the memorandum of association have signed. The signatures of the subscribers are evidence that certain regulations have been deemed by them to be expedient.

In the present instance, the document delivered to the register and now propounded to the register and now propounded to the articles of association of the Company, contains merely a series of regulations not signed by the subscribers to the memorandum of association, and therefore not proved to be the regulations prescribed for the Company by such subscribers and therefore not the articles of association of the Company.

The result is that the Memorandum of Association was not accompanied by articles of association and that under section 15 the regulations contained in the Table marked A in the First Schedule to Ordinance 1 of 1895 are to be deemed the articles of association of the Company under which, as was admitted by the Company, counsel during the argument in the Court below, the right of the appellant to have the transfers registered is unquestionable.

In my opinion, therefore, the judgment appealed from should be reversed with costs both here and in the Court below and it should be ordered that the register of members of the Man On Insurance Company, Limited, should be rectified in the manner originally moved for by the appellant.

The Chief Justice—The order of the Court will be that the judgment appealed from be confirmed, and the appeal dismissed with costs.

Mr. Slade (instructed by Messrs. Wilkinson and Grist) appeared for Mr. Ho Tung and Mr. Francis, Q.C. (instructed by Messrs. Deacon and Hastings) for the Insurance Company.

MANILA.

FROM OUR CORRESPONDENT.

MANILA, 29th June, 1900.

THE FATE OF THE PEACE PROPOSALS—PATERO AGAIN ARRESTED AND THE JUNTA SUPPRESSED.

The proposals of the Manila Junta, under the leadership of Pedro Paterno and Felipe Buenaventura have excited general interest throughout the country. A week ago it was thought that the deliberations of this body would produce the desired results. There was an air of anxiety about the whole thing, and accordingly the thirty odd political and military prisoners were given temporary liberty from the Andalucia jail and allowed to attend the conference. It was without doubt one of the most representative Filipino gatherings that could be obtained. There were among the members many of the best statesmen and fighters that the insurrectionists can claim. After three hours of deliberation not altogether devoid of exciting scenes and hot-headed language, eight general proposals were finally agreed upon. In a measure they were "railroaded" or forced through the meeting by the energetic leaders, who stated indirectly but nevertheless forcibly that Aguinaldo was very likely to accept the decisions of the Junta.

Then the proposals were presented to General McArthur, who acted leniently and even went as far as to indicate where matters could be improved. From the very start it was evident that the general could not seriously entertain the Filipino programme. It purported to be an effort at a basis of peace, but it really was little more than an impudent address on the part of the leaders.

The Filipinos held several meetings and succeeded in entangling rather than adjusting matters. Paterno's actions were closely watched with the result that considerable suspicion came to surround him. The affair was largely discussed by Manila at large, and the Junta's work was not approved. Finally a grand meeting was announced for this coming Sunday, in which another effort would be made to arrive at a general understanding. Paterno issued a programme of the questions that would be considered. Both the tone of the announcement and the question involved are not in any way calculated to further the establishment of peace, and therefore the military authorities have forbidden the projected meeting, and Paterno has been imprisoned and has not even the liberty of certain hours during the day. His conduct is considered

as violating the oath which he gave on being released some time ago. The man talks as though he has an army of one hundred thousand men at his back, and some of his actions are difficult for any sane person to understand.

Just what result his arrest will produce in the Junta is not known, and as the meeting has been suppressed, it is probable that the progress of the peace negotiations will be somewhat interrupted.

FILIPINOS DISAPPOINTED IN THE COMMISSION.

Many Filipinos have called on Judge Taft and the other members of the commission with all sorts of grievances—from the high price of meat and the sins of the friars to the anti-lavian methods of the Custom House. There is no doubt about it, the Filipinos are disappointed in the commission. They seemed to have entertained the belief that the arrival of the commission would be accompanied by grand and sweeping reforms in every branch, civil and military. They wanted a proclamation and a thousand other things. Instead of these they find the commission outwardly inactive, spending their days in the Palace offices. And they are told that the new governing body will not assume authority until September at least. They fail to realize that the commissioners are studying and gradually becoming acquainted with the present state of affairs. They do not know that a tremendous amount of work is being accomplished in preparation for the future government.

Judge Taft himself admits that the situation, as he sees it, is quite different from the popular ideas in the States. But, the Filipinos are impatient; they want action and change and plenty of it. They are tired of the military administration and so is nearly every one in Manila, and they long for civil rule; but they fail to see that the change in a great measure depends upon their own conduct.

TROOPS SAIL FOR CHINA.

On Wednesday the Ninth U.S. Infantry, over one thousand strong, sailed for Taku on the transport *Logan*. The men were in fine health and spirits and made a splendid appearance, as they have been fitted out with new equipments and clothes, from their ride to their boats.

The *Brooklyn* left the same day with the *Princeton* following. All the ships will stop at Nagasaki to coal and then proceed to Taku.

INDO-CHINA STEAM NAVIGATION COMPANY.

The following is the eighteenth annual report of the Board of Directors of the Indo-China Steam Navigation Company, Limited, presented to the Shareholders at the Nineteenth Ordinary General Meeting held at the Offices of the Company, on Thursday, the 7th day of June, 1900.

Although the net earnings of the steamers do not quite equal the amount realized in the previous year, they have proved satisfactory. The volume of trade in China has been large, especially in the exportation of rice, which is a fluctuating item, and there has been a steady demand for tonnage at full rates.

The amount borrowed by the Company shows a considerable reduction. The charge for depreciation increased by the additions to the fleet, and the net result of revenue account show a disposable balance of 267,250 lbs. 6d., which the Directors propose should be appropriated to the payment of a dividend of 6 per cent, and a bonus of 2 per cent (the same as that of last year), free of Income Tax, absorbing £30,671 4s. This will leave the increased amount of 227,588 lbs. 6d. to be carried forward to the year 1900, in view of the considerable liabilities which will have to be met for additional steamers.

The rate of exchange for the adjustment of accounts is continued at 1/11 per dollar, which is below the average rate for the year, and the surplus derived from this source is added to exchange reserve account, now standing at 27,401 lbs. 8d.

The claims on underwriting account have been inconsiderable, and the amount at its credit is now increased to £161,703 12s. 7d. Since the 1st January last the small river steamer *Fu Wo* has been sold out of the fleet. The steamer *Kun Sang*, mentioned in the last report, now appears in the list of vessels. Another steamer for the Calecut trades, of rather larger size, has been contracted for and is at present building in the Clyde. A steamer for the Upper Yangtze, between Hankow and Ichang, is being built at Shanghai, and other light draft steamers for the West River trade are now in progress in China. The Board have recently purchased two steamers, the *Eluria* and *Macedonia*, suitable for the coasting trade, which they hope will prove useful additions to the fleet. The *Macedonia* has already been despatched to China, and the *Eluria* is expected to follow shortly.

The question of new developments for the internal trade of China remains *in statu quo*, but little progress having been made in lessening the opposition of the Chinese authorities. The obstacles to increased facilities of communication have not been removed, and nothing is done for the improvement of the rivers. The navigation of the Yangtze itself is not free from difficulties and the condition of the Peho becomes steadily worse.

The amount due for the loss of the steamer *Kou Shing*, which has been outstanding since 1894, is still contested by the Chinese Government. It has been decided by Her Majesty's Government to refer the question to arbitration, which has been accepted in principle, and it is hoped that the necessary arrangements will shortly be settled.

The Board regret to announce the death after a very short illness, of Mr. Arthur Cheyne, who had been in their service since the commencement of the Company, and his place has been filled by the appointment of Mr. A. G. Wells, who has had many years' experience of the work of the office.

THE HAIR AND WIGGLES FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating and restoring the hair, is FLOWANDA MACASAL OIL. It removes dirt, harshness, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article in part, such a beautiful and dress appearance to the hair as FLOWANDA MACASAL OIL. It is now more used if you are a lady advised to exercise a little without delay and continue using it also as a good excuse for fair hair.

The Patent Machine & Camera, Limited, DESERVE A NATIONAL MEMORIAL FOR THEIR EXCELLENT INVENTIONS.—Over 2,000 Patents Worldwide. THE HINDOO PRESS. THE CHINESE PRESS. THE HINDOO PRESS. Waverley Works, Edinburgh.

The retiring Directors are Mr. W. Peterson and Mr. T. H. Reid, who are eligible and offer themselves for re-election. The Auditors, Messrs. Turquand, Young & Co. will likewise be proposed for re-election. J. MACANDREW, Chairman.

London, 25th May, 1900.

BALANCE SHEET AT 31ST DECEMBER, 1899.

LIABILITIES. £ s. d.

To share capital—Authorized £1,200,000.

First £100 each £10, whereof 42,639 subscriber and fully paid up £45,890 0 0

To balance of underwriting account 161,703 12 7

To sundry creditors in London and China 6,518 0 0

To loan 2,470 0 0

To exchange reserve account 7,401 13 8

To balance from revenue account 67,259 15 0

£762,449 2 6

ASSETS. £ s. d.

By steamships, buoys, ferry boats, &c. 713,524 7 0

Less depreciation written off for this year 47,334 0 0

£660,190 7 6

[This includes the value of steamer *Kou Shing*, claimed from the Chinese Government.]

By coals and provisions on board ships and in godowns 10,723 15 0

By office furniture 60 0

By sundry debtors in London and China agents' balances, freights, &c. 52,882 12 8

By cash in London and China 2,553 7 4

£762,449 2 6

REVENUE ACCOUNT. £ s. d.

To general charges, telegrams, directors' and auditors' fees 5,146 18 0

To depreciation account 47,334 0 0

On steamships, &c. 10 0 0

To office furniture 47,334 0 0

To interest account 2,268 15 4

To income tax account 1,032 15 6

To balance transferred to balance sheet 67,259 15 0

£124,002 4 2

Cr. £ s. d.

By balance brought forward from 1899 19,107 13 3

By net earnings of steamers for the year 104,702 3

By transfer 12 7 6

£124,002 4 2

REVIEWS.

Sophia. By STANLEY J. WEYMAN. Longmans, Green and Co., London.

We have received from Messrs. Kelly and Walsh a copy of Mr. Stanley Weyman's new novel, *Sophia* shows an advance on its author's most recent work, which has rather given us the impression of his having written himself out.

There is some good, material, however, in the book before us and though the scene is laid near the middle of the eighteenth, there is none of the irritating sham-orchestrism which spoils so many of the stories of the period. The plot, though fairly simple, is adequate, and the incidents, apart from that in which the smallpox-stricken house is introduced, are well managed. The one incident to which we refer strikes rather a false note, to our mind. We do not propose to repeat the story. It is enough to say that it is romantic and in Mr. Weyman's best style. *Sophia* deserves a wide public.

The Seafarer. By JOHN BLOUNDELL BURROW. George Bell and Sons, London.

The author has produced an excellent romance of the sea, which will be read with considerable interest. Some of the characters portrayed are very striking, particularly that of Stephen Clarke, whose unfortunate end is bound to arouse the sympathy of the reader. The voyage of the *Emperor of the Moon* in which the bride sails to meet her husband is attended with many striking experiences and the story will prove acceptable to many readers.

America. By MARYA RODZIEWICZ. Jarrold and Sons, London.

This is a most interesting story of Siberian life, and deals with the experiences of a poor Russian student of engineering in that wild country. The writer is a Polish lady, and as a descriptive work alone the book is of much value. The daily round of settlement life in this dreary country is picturesquely and graphically portrayed, and though the hero partakes perhaps too much of the ideal the reader cannot help participating in his struggles and feeling gratified at his final success. The tale presents an entirely new aspect of Siberian life to the English reader, though it does not impress one as being a very desirable country in which to live. There, according to the novelist, the monotony of existence in these dreary frozen wastes reduces men of intelligence to mere machines, deadening all intellectuality, and it is the ambition of all emigrants to make as much money as soon as possible and depart for more civilised parts. The story is simple but fascinating, and the book should command a large sale.

We are indebted to Messrs. Kelly and Walsh for our copy of this and the following work.

It. Tight Places. By Major ARTHUR GRIFFITHS. Second Edition: Jarrold & Sons, London.

Major Arthur Griffiths here gives to the public a collection of sixteen detective stories, written in his well-known style and showing all his habitual ingenuity. We get the violent deaths, mysterious robberies, and dangerous adventures and adventures of various nationalities, with which we have now grown familiar. The stories are extremely brief and are not meant to read, so that those in search of the means to make pass a spare hour may do worse than look at *It. Tight Places*.

THE TOWER OF MARTIN. By J. R. WELLS.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well told, and the author has done well in his treatment of the subject.

It is a good story, well

HONGKONG
BUSINESS DIRECTORY

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street. Auctioneer, Appraiser
and Commission Agent.HUGHES & HOUGH.
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.GEO. P. LAMMERT.
Auctioneer, Valuer and Goods Broker,
Duddell Street.V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL.
148 and 150, Queen's Road Central.
Convenient and Cheap.THE WESTERN HOTEL.
Excellent Accommodation, 32.50 per day.
99 and 92, Queen's Road West.

BOOKBINDING

DAILY PRESS' OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local
and Coast Fort Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters. Dealers in Photographic
Requisites, Queen's Road.WATKINS, LTD. APOTHECARY'S HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.
Importers, Exporters and Dealers in Jap-
anese Curios, 9, D'Aguilar St., and at Kobe.KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.KWONG HING.
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE.
Breakfasts, Teas, Dinners, Wines, etc.,
with Meals; 34, Queen's Road.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Makers, Haberdashers.
Low Prices; 37, 39, Wellington Street.WING HOP.
Ladies' Tailor, Dressmaker, Draper; 62,
Wellington Street.SEE WOO.
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY.
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street.
WILLIAM WHALEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
Sub-agents LIPSTON, LTD.
8 and 10 D'Aguilar Street.
Provision and General Merchants.H. TEE.
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Af-
famers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.SUN SHING, Established 1840.
Silk, Gauze, Crepe-Shawls, Chinawares;
Ivory, etc., Gold and Silversmiths and
Engravers; 90, Queen's Road Central.

WAH LOONG.

Gold and Silversmiths, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
ther; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 624, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT
at lowest rates.HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.
Duddell Street. Agents for American and
European Export Houses.

PHOTOGRAPHERS

E. HING.
Enlarging, Developing, Printing, Mod-
erate Rates; 203, Queen's Road East.MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Develop-
ment Works, Amateurs' Requisites.M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements. Work
done for Amateurs; 8a, Queen's Road, Cl.YEE CHUN.
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.H. YERA.
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wan Chai.
Amateur's Requirements a Specialty.

PRINTING

DAILY PRESS' OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE. Late HANG CHEUNG SHING.
Rattan Chairs, Matting, Bamboo, Blinds,
etc.; 73, Queen's Road Central.KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Mat-
ting, all Colours; 18, Praya Central.SANG MOW.
Rattan Furniture, Bamboo, Screens, Mat-
ting, all Colours; 43, Queen's Roads, Cl.

SILK GOODS DEALERS

DHUNALM CHELLARAM.
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works;
2, D'Aguilar Street.THE GLOBE (TRIMMILL POISING).
Indian, Chinese and Japanese Silk Goods
Cashmere Shawls, Spanish Wines and
Manilla Cigars; 12, D'Aguilar Street.SINCERE & CO.
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Cotton
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK.
Exporter of Real Hand-made Lace
in Silk, Linen and Cotton. Cashmere
Silk Embroideries. Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail
makers, Provision and Coat Merchants,
Praya Central, next Hongkong Hotel.KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants; 68, Praya Central.LANE, CRAWFORD & CO.,
Tailors and Outfitters, Piano-forte Dealers,
Shipchandlers, Furniture Dealers, and
Upholsterers, Wine and Spirit Mer-
chants.MORE & SEIMUND.
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers; 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN.
Outfitters, Shirt-Makers, Hatters, Hoisters,
Drapers, 65, Queen's Road, Central.LANE, CRAWFORD & CO.
Queen's Road.TAK CHEONG.
Tailors, Gentlemen's Outfitters, Hatters,
Hoisters, and Drapers. Chinese Silk of
all kinds; 50, & 52, Queen's Rd, Central.YEE SANG FAT & CO.
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. BADDY BURJOR. "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25,
Pottinger Street.KRUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers
in Fancy Goods, Agents.VICTORIA CLOTHES DEPOT.
1 and 2, Queen's Street East. AGENTS FOR
W. KENNEDY & CO., 37, Cuba, San
Johann, Manila. "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT IMPORTERS

E. PRINCE & CO.
12, Queen's Road.

AMERICAN SYSTEM

DENTIST

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 624, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT
at lowest rates.

SCIENTIFIC MISCELLANY

WASHING SMOKE AND AIR—A MEASURE FOR
THE HEATING—THE NEW-CENTURY PAUL-
WAY—HOW HIGH-SPEED TELEGRAPHY IS
ACCOMPLISHED—THE BIG-Brain ERA—DON-
S' HOT SUMMERS—ELECTRICITY IN
CHEMICAL INDUSTRIES—OUR FUTURE
POWER.To prevent the pollution of the air from the
chimneys of factories or the smoke-stacks of
locomotives, it is necessary to arrest all the solid
particles held in suspension in the smoke, and
condense the tar, and to dissolve the ammonical
vapour, M. Alexandre Lion's plan for accomplishing
this is to pass the smoke through a fine
spray of water. A locomotive apparatus en-
braces a spraying cylinder on an upright shaft
provided with screw blades, the whole being
kept in rapid rotation in the smoke-stack by one
or more jets of water or steam, and yielding a
fine mist with which the entire volume of smoke
must come in contact. The black substances
are completely washed out, escaping in the con-
densed water flowing from the bottom of the
apparatus. A modification of the idea is intended
for filtering the air of rooms, and is found to
free the air supply from all bacteria.The world manufacturing of calcium carbide
for acetylene gas is using electricity stated by
Prof. Borcher to be equivalent to 180,000
horse-power; that of the alkalies and the
combinations of chlorine for bleaching, 56,000 horse-
power; of aluminum, 27,000 horse-power; of
copper, 11,000; of carboniferous, 2,700; and of
gold, 455. Electroplating is carried on by nearly
200 firms in Sheffield and over 100 in Bir-
mingham. Electric smelting of iron has proven
successful experimentally, and 60,000 horse-
power from the river Aar has now been secured
for manufacturing iron from the hematite of the
Bernese Oberland. Lacking coal, the machine
of Switzerland have been compelled to import
more than \$10,000,000 of iron a year.We can scarcely hope for new sources of
energy to be discovered, says Sir Wm. H.
Preece, but there are some existing ones we
have not touched yet. When the evil day
arrives for our coal supplies to give out we
may perhaps be able by the aid of electricity to
utilize the heat of the sun and the tides of the
ocean. There is, however, a vast immovable
store of energy not only in the rotation of the
earth upon its axis, but in the internal heat of
this globe itself. As we descend, the tem-
perature gets higher and higher. It ought not
to be difficult to reach such temperatures that
by thermoelectric appliances we might convert
the lost energy of the earth's interior into some
useful electric form.The longest lightning conductor runs from
the tower of the Munich meteorological station
on the Zugspitze, the highest point in the
German Empire, nearly 34 miles to the
Hittenthal, the nearest lightning water.The successful attempts of M. Paulsen to photo-
graph the spectrum of the aurora borealis were
made in Iceland, where the displays in January
were very vivid. Of the 22 lines distinctly
photographed, 16 are new.The rapid telegraph system of Pollak and
Virág, by which a short message was lately
transmitted at the rate of 88,000 words an hour,
is thus described: Perforations are made in a
strip of tape in two rows, the one above a cen-
tral unperforated line corresponding to the
dashes of the Morse alphabet and the row below
the center to the dots. As the tape is passed
around a wheel electrically connected with the
telegraph line, a metal brush causes a positive
current to pass through the perforations on one
side of the line and a like brush transmits a
negative current as contact is made with the
wheel through the other row of holes. A mirror
at the receiving end is swung by an electromagnet
to one side by the positive current and to the
other side by the negative current. A point of
light reflected by the mirror through a lens
falls upon a strip of sensitized paper, and the
tracing is developed in a few minutes, when the
message, in a wavy line crossing a central line
to correspond with the perforations of the send-
ing tape, is easily read.In recent animal evolution biologists find that
development of the brain has taken the place of
increase in size of body. A rhinoceros of Ter-
tiary times had a cerebrum not more than a
fifth as large as that of the modern rhinoceros, while
other creatures show even greater difference,
and it is concluded that change has been
general in all classes of vertebrates and even in
many invertebrates. Prof. E. Ray Lankester,
pointing out these facts to the Paris Biological
Society, has raised the problem of the advantages
of this greater brain. He suggests that in the
operation of natural selection a point must have
been reached where mere bodily size ceased to
aid, and individuals began to learn from experience
and by new powers of habit, judgment, etc., succeeded in the struggle for existence
against animals guided by instinct only. "Edi-
cability" becoming thus almost the sole objective
of selection. It has continued increasing
throughout a long period, finally culminating
in man, with his enormous cerebrum—the seat
of educability or intelligence.The above lecture is being printed by
the Hongkong Daily Press, with the kind
permission of the Lecturer, and after paying
the net cost of production, the entire profits
on the sale of the book will be handed over
to the Hon. Secretary of the INDIAN
FAMINE FUND.The book will be printed on art paper
within covers, and will be ILLUSTRATED
with NUMEROUS MAPS and SKETCHES
made from Photographs supplied by Captain
Scott.Orders for copies should be sent in
without delay, and should be addressed to
the Manager, "Daily Press."

PRICES—

With Illustrations 81.
Hongkong, 14th June, 1900. 1750DOCK NO. 1 (at TATEGAMI)
Extreme Length 523 feet
Length on Blocks 513
Width of Entrance on Top 89
Width of Entrance on Bottom 77
Water on Blocks at Spring Tide 261DOCK NO. 2 (at MUKAIJIMA)
Extreme Length 571 feet
Length on Blocks 539
Width of Entrance on Top 66
Width of Entrance on Bottom 53
Water on Blocks at Spring Tide 22THERAPION No. 1, "a few days only
removes all discharges from the urinary org-
an, effectively superseding injections, the use
of which does preparatory harm to laying
foundation of structure and other serious dis-
ease. In dysentery, piles, irritation of the lower bowel,
bronchitis, asthma, and some of the in-
triguing complaints of this kind, it will be found
astonishingly efficacious, affording prompt relief
where other well-tried remedies have been
ineffective.THERAPION No. 2, for impurity of the blood,
pimples, spots, blisters, pain and swelling
of the joints, secondary symptoms, disease
of the bones, sore throat, and all diseases
which it has been too much a fashion to employ
mercury, sarsaparilla, &c., to the destruction
of the sufferer's teeth and ruin of health. This
preparation purifies the whole system through the
blood, and

VESSELS ON THE BERTH.
FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARATTOON APCAR."

Captain A. Stewart will be despatched for the above ports on FRIDAY, the 6th inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASOON, SONS & CO.
Agents.

Hongkong, 2nd July, 1900. 1866

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)

THE Company's Steamship

"DARDANUS."

Captain Steeves will be despatched as above on SATURDAY, the 7th July.

For Freight, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 2nd July, 1900. 1670

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barham, carrying Her Majesty's
Mails, will be despatched from this for Bombay
on SATURDAY, the 7th July, 1900, at NOON.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 25th June, 1900. 11

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the
above ports on WEDNESDAY, the 11th
July, at DAULIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

Agents.

Hongkong, 27th June, 1900. 1443

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above
on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. First Class Saloon is situated for-
ward of the Engines. A Refreshing
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 18th June, 1900. 1780

CHINA NAVIGATION COMPANY,
LIMITED.FOR QUEENSLAND PORTS, SYDNEY
AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above
on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First Class Saloon is situated for-
ward of the Engines. A Refreshing
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 18th June, 1900. 1781

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th July, 1900, at
1 P.M., the Company's Steamship

SYDNEY, Captain Allotte, with Mails,

Passenger's Specie and Cargo, will leave

for MANSEILLE & BOMBAY.

This Steamer connects at COLOMBO with her

Passenger and Mails, leaving that port on the

28th instant direct to Suez, Port Said and
Marselles.

Cargo and Specie will be registered for Lon-
don, as well as for Marselles, and accepted in
transit through Marselles for the principal
places of Europe.

Shipping Orders will be granted till Noon,

Specie and Parcels, until 3 P.M. on the 14th

July. (Parcels are not to be sent on board

they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX

Agent.

Hongkong, 4th July, 1900. 12

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND
CALCUTTA.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 1,
at NOON.CHINA (in Shang-
hai, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu).TUESDAY, July 31,
at NOON.CITY OF RIO DE JANEIRO (in
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu).SATURDAY, Aug. 25,
at NOON.TUESDAY, July 1,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.THURSDAY, July 1,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NOON.CITY OF PEKING (in Amoy),
Shi, Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu.TUESDAY, July 31,
at NO

POST OFFICE NOTICES.

The American Mail, left Shanghai on Monday, the 23rd instant, and may be expected here on the 28th.

The American Mail of the 28th June, left Singapore on Sunday, the 1st instant, at 6 a.m., and may be expected here on or about Friday, the 6th instant. This Packet brings replies to letters to publish from Hongkong on the 7th May.

The *Hongkong Mail*, with the American Mail, dated San Francisco 14th June, left Yokohama on Thursday, the 19th instant, and may be expected here on or about Tuesday, the 10th instant.

TIME CLOSE.

120 P.M.

	PER	DAY AND HOUR.
<i>Thura</i>		Wednesday, 4 July, 10 A.M.
<i>Sulberg</i>		Wednesday, 4 July, 10 A.M.
<i>Chingtu</i>		Wednesday, 4 July, 11 A.M.
<i>Pronto</i>		Wednesday, 4 July, NOON.
<i>Argyl</i>		Wednesday, 4 July, 11 A.M.
<i>China</i>		Wednesday, 4 July, 1 P.M.
<i>Longmeang</i>		Wednesday, 4 July, 3 P.M.
<i>Sungkiang</i>		Wednesday, 4 July, 3 P.M.
<i>Miles</i>		Wednesday, 4 July, 3 P.M.
<i>Pelam</i>		Wednesday, 4 July, 5 P.M.
<i>Kongkwa Maru</i>		Wednesday, 4 July, 5 P.M.
<i>Wuchow</i>		Thursday, 5th July, 4 P.M.
<i>Ariake Maru</i>		Thursday, 5th July, 4 P.M.
<i>City of Peking</i>		Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
<i>Pinsang</i>		Letters, 11.00 A.M.
<i>Arraton Apear</i>		Wednesday, 6th July, 10 A.M.
<i>Bengal</i>		Friday, 6th July, 2.00 P.M.
<i>Bayern</i>		Saturday, 7th July, 8.00 A.M.
<i>Empress of Japan</i>		Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.
		Saturday, 14 July, 3.00 P.M.
		Wednesday, 18th July, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.

TO-DAY

Sale, Property, Sales Room, Mr. Goo, P. Lammert, 3.30 p.m.

Sale, Furniture, Mount Richmond, Messrs. Hughes and Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

MONDAY, 3rd July.

ON LONDON.	Telegraphic Transfer	1/11
Bank Bills, on demand		1/11
Bank Bills, at 30 days sight		2/0
Bank Bills, at 4 months' sight		2/0
Credits, at 4 months' sight		2/0
Documentary Bills, 4 months' sight		2/0
ON PARIS.		
Bank Bills, on demand		2/0
Credits, at 4 months' sight		2/0
ON GERMANY.		
On demand		2/0
ON NEW YORK.		
Bank Bills, on demand		4/8
Credits, 60 days sight		4/8
ON BORNEO.		
Telegraphic Transfer		1/4
Bank, on demand		1/4
ON CALCUTTA.		
Telegraphic Transfer		1/4
Bank, on demand		1/4
ON SHANGHAI.		
Bank, at sight		7/1
Private, 30 days' sight		7/2
ON YOKOHAMA.		
On demand		2/4 p.m.
ON MANILA.		2/4 p.m.
On demand		2/4 p.m.
ON SINGAPORE.		2/4 p.m.
On demand		2/4 p.m.
ON BATAVIA.		
On demand		11/9
ON HAIFONG.		
On demand		3 p.c.p.m.
ON SAIGON.		
On demand		2/4 p.m.
ON BANGKOK.		
On demand		6/0
Sovereigns, Bank's Buying Rate		6/4
Gold Leaf, 100 fine, per tael		53
Bar Silver, per oz		28

OPTIMUM.

Quotations are:—Allow no. not to 1 catty. Malwa Old \$110 to \$920 Malwa Old \$110 to \$950 P. P. per wrapped \$870 to — Persian fine quality \$910 to — Persian extra fine \$950 to — Patna New \$850 to — per chest Patna Old \$1,050 Benares New \$850 Benares Old 8 —

PASSENGERS.

ARRIVED.
For *Kongkwa Maru*, from London &c., Mrs. Christian and Miss Bolton.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. steamer *Gaelic*, with Mails, &c., from San Francisco to the 8th ult., via Honolulu, left Yokohama for this port on the 26th ult., and may be expected here to-day.

The T. K. K. steamer *Hongkong Maru*, with Mails, &c., from San Francisco to the 14th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 3rd inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *China*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd ult.

The O. & O. steamer *Doric*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 30th ult.

THE INDIAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.

The Indo-China steamer *Chelyda*, from Calcutta and Straits, left Singapore for this port on Thursday, 28th June, at 6 p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Malta*, with the outward English mail, left Singapore on the 1st instant, and may be expected here at 6 a.m. on Friday, the 6th instant.

THE GERMAN MAIL.

The Imperial German Mail steamer *Kong Albert*, carrying the German mails, with dates from Berlin of the 11th ult., left Colombo on Thursday, the 28th ult., and may be expected here on or about Monday, the 4th instant.

THE AMERICAN MAIL.